

ASLEF

The ASSOCIATED SOCIETY of LOCOMOTIVE ENGINEERS & FIREMEN

JOURNAL



JUNE 2016

Aviemore

An Aghaidh Mhor



Highland games



Annual conference
meets in Aviemore



Marching on May Day
against anti-Semitism



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Humbled by humanity of delegates at conference

Democracy and debate at AAD

I WRITE this column after spending a week at our annual assembly of delegates, reinvigorated by the discussion and debate, and the overwhelming humanity of those who belong to, and care about, this trade union, this industry, and everyone's future; not a society of individuals but a collective that operates for all. Some might consider it a risk, handing the union over to its own members to formulate policy, but I believe it's the purest form of democracy. We do not appoint; at every level of this trade union, those who represent are elected, and the branch-based structure of our union was endorsed. We seek to shape our future and not rely on successes, industrially and politically, in the past. Yes, there are things we could and should do better but we will strive to achieve them together, whatever the challenge.

It's a couple of years since the case of Neal v Freightliner, waiting as the TOCs and FOCs tried to get the judgement watered down after what we were told we are legally entitled to as part of our annual leave. It's now been brought to a head by the executive committee; all overtime and allowances should be included in your annual leave payments.

We are in dispute with a very poor employer who has challenged us legally over our agreements and the method of bargaining they used to honour. Because of this, and their claim that if I tell you, as we've done for 136 years, what agreements we have in place, I am 'inducing some form of action' you will understand why I cannot go further. But we are balloting and will take the appropriate legal industrial action if we get a mandate subject, of course, to further legal challenge. People have only to look at the actions taken against other grades in that company to form a view!

We are writing to Patrick McLoughlin about suggestions that companies invited to bid for franchises under the Invitation to Tender process have been asked how they will undermine collective bargaining and destroy our existing agreements. We want an unequivocal response.

We wish Sadiq Khan, the new Mayor of London, a bright and successful future. We are proud to have supported Sadiq and look forward to working with him. It will be nice to have a full-time mayor whose focus will be on the needs of everyone in the capital.

Yours fraternally
Mick Whelan, general secretary



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Cover shot of Aviemore railway station and conference photos by Douglas Robertson

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Ticket to ride

A SLEF, the RMT and the TSSA have launched a joint campaign for equal and improved travel facilities for all staff right across the rail industry. The general secretaries of the three main rail unions – Mick Whelan, Mick Cash and Manuel Cortes – have called on the government, devolved transport authorities and rail companies to introduce a fairer system for staff travel.

‘ASLEF has long campaigned for a more equal system of staff travel for train drivers across the UK,’ said Mick Whelan. ‘I look forward to campaigning with our sister trade unions to ensure workers across our industry have fairer travel facilities.’

The three rail unions are campaigning together against a two-tier system where some staff receive travel benefits and some

don’t. The joint statement says: ‘Rail workers who entered employment in the railways before 1 April 1996 are safeguarded and eligible for the full range of protected rail travel facilities for themselves and their families. Nearly all those who entered the industry after 31 March 1996 are either not entitled to free travel at all or only restricted facilities on an individual company basis if they work for a passenger train operating company.’

‘Travel facilities are an important benefit and we are concerned that, despite representations by our unions, the employers and government have allowed a damaging two-tier system to develop amongst UK rail workers.’

‘Rail workers from other



Mick Whelan (centre) flanked by Mick Cash of the RMT and Manuel Cortes of the TSSA launch the campaign at Euston station

countries, such as Spain and France, are entitled to free travel across the UK rail network, yet a British rail worker employed after 1996 is not. We believe all rail workers, and their families, irrespective of service, should receive equal, free and improved travel facilities which may be multi-modal.’

QUOTE...

‘The real communication in our union happens in the mess room and the branch room, in the bothies and the lobbies.’

– Simon Weller, AGS

...UNQUOTE

FG TARGETS VIRGIN: The ORR has given the green light for First Group to run open access services between London and Edinburgh, competing with VTEC, on the East Coast main line.

WEST COAST BACK IN DOCK

West Coast Railways – the controversial heritage operator run by Yorkshire farmer David Smith – is under scrutiny again after investigators revealed that what would have been Britain’s worst-ever rail disaster was only avoided because one of the trains was running late. The Rail Accident Investigation Board report reveals that the heritage locomotive *Tangmere* ran a signal set at danger at a busy junction on the Great Western main line at Wootton Bassett just 44 seconds after a packed high speed FGV passenger train went by. The RAIB has slammed the company after discovering that a device to automatically apply the brakes if a signal is passed at danger had been deliberately disabled and West Coast Railways suffers from what it describes as a ‘weak’ safety culture.



EC president Tosh McDonald spoke at a May Day march and rally in Chesterfield. ‘The photo shows Chesterfield MP Toby Perkins, a vice-chair of Progress, applauding me at the beginning of my speech,’ said Tosh. ‘He looked more and more uncomfortable as my speech went on! Ronck’n’roll...’ Photo: John Giddins

TWEETS OF THE MONTH

 **HSBC moves IT ops abroad.**
As ruthless as it is reckless.
Unite

 **Boris puts personal interest ahead of national interest.**
Corbyn can take him down.
Liam Young

 **Gone off England at the Euros. This season Defoe’s scored more goals than Sturridge, Rooney, Rashford, Sterling, Townsend...**
Kevin Maguire

 **Marz Colombini was posting on Facebook and Simon Weller and Ian Beckett were tweeting from AAD.**
Reports on pages 10-15.

MATCH OF THE DAY

The Viner/Turrell football tournament is at Whittington Park, Holloway Road, north London on 29 June. ‘It’s five years since Andy’s death,’ said Debbie Reay, branch secretary of Northern Line North. ‘So we want as many teams as possible coming out to play to make it a great day in his memory.’

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DARK DAY FOR WORKERS

Despite some last-minute concessions, the Trade Union Act became law last month on what Len McCluskey, general secretary of Unite, Britain’s biggest trade union, called ‘a dark day for workers’ in Britain.



GS Mick Whelan addresses activists on a branch secretaries’ course organised by Simon Weller and Marz Colombini at Stoke Rochford in Lincolnshire.



Ain't no mountain high enough

PAT HANLON, a Train Operator on the District line out of Earl's Court, explains why he's taking the Three Peaks challenge

IN April 2008 a club mate of mine, Stuart Mangan, tragically broke his neck in a freak accident while playing rugby. Sadly, Stuart died in August the following year from complications as a direct consequence of his injury. Next season will be my 30th at Hammersmith & Fulham RFC (26 of them as a player). I started playing the game at school and, after brief spells at London Welsh and Rosslyn Park, joined Fulham.

I've been lucky enough to play competitive physical sport for the best part of 40 years and now I want to give

something back. So on 17 July I am driving up to Scotland with my nephew Michael for the Three Peaks Challenge. We climb Ben Nevis on 18 July followed by Scafell Pike on 19 July and Snowdon on 20 July.

It's a round trip of 1,200 miles, and a total ascent of more than 3,000 metres. And it will be a huge challenge for me as I'm

getting on a little bit and the knees have taken a lot of abuse over the years! You are invited to follow our progress through regular updates on my Just Giving page, www.justgiving.com/PatrickandMichaelHanlon where there will be competitions with great prizes and offers, and a chance to see the peaks of our nation through pictures and video footage. I will also be attempting a world first from the top of the Ben!



Patrick and Michael get ready to climb to the Top of every mountain

Not waving but drowning

Alexei Sayle, in *Thatcher Stole My Trousers* (Bloomsbury, £16.99), his new volume of memoirs and the sequel to *Stalin Ate My Homework*, confesses: 'I was introduced to waving as a child by my father. As we waited on a railway platform, he would urge me to wave at the guard of any express or freight train that went past. The first hint of the complexities of adult nature came to me when I realised that Joe, my dad, was a train guard, too! I wondered if all train guards didn't have a pact to encourage their sons and daughters to salute them, perhaps in an ongoing war with train drivers who, they thought, were very up themselves...'

CONFERENCES

The **Matchwomen's festival** is at Nambucca, north London, on Saturday 2 July. The **Durham Miners' Gala** is on Saturday 9 July. The **Tolpuddle Martyrs' festival**, near Dorchester, is from Friday 15 to Sunday 17 July. The **Trades Union Congress** is at the Brighton Centre from Sunday 11 to Wednesday 14 September. The **Labour Party conference** is at the BT convention centre in Liverpool from Sunday 25 to Wednesday 28 September.

500 CLUB: West Brompton branch, with number 161, won the June draw, scooping the RMS prize money jackpot of £374.

Off the rails



MEL THORLEY wants to share another story about Longsight legend Steve Biddulph, who retired after 46 years on the iron road. 'What a character for the railway to lose! A million stories, but my favourite was when CrossCountry had a job where two 158 units arrived at Crewe, got split, and one went to Manc. Steve left Crewe but the unit was not performing, so he asked the signalman to put him in the back platform at Sandbach. He picked up one of two phones in the cab and shouted down it, "Hello mate, we're f***ed, you'd better tell the passengers." A few moments later the conductor knocked on his door. "Have you told the punters?" "Didn't need to, Steve. You used the wrong phone." Instead of the cab to cab, he'd used the conductor's PA handset!'



COLIN WATKINS reckons South West Trains will be standing shoulder to shoulder with ASLEF and the RMT on the next picket line in any industrial dispute over DDO. Why? Well, take a look at this station poster Colin spotted! 'We employ absolute legends. We call them guards and there's one on every one of our trains.' Which is where we all want 'em to stay...



KEN LIVINGSTONE wants George Osborne to succeed David Cameron as leader of the Conservative Party. 'I'm hoping Osborne,' he says. Why? 'Because he's the most obnoxious snob in British politics. That would be good. The contrast between George Osborne and Jeremy Corbyn, who is actually a nicer, and more regular, guy is exactly what we want.'



TOSH MCDONALD isn't the kind of man to let a broken arm stop him from educating, agitating, and organising. Here he is in action, sporting a socialist red cover over his plaster cast, spreading the word for the Freedom Riders in South Yorkshire at the National Pensioners' Convention south-east region.



IS IT really racist, asks Guido Fawkes (the online blog run by right-wing ranter Paul Staines) to call Barack Obama 'Kenyan-American'? Because that's what Boris Johnson did in an article, quickly condemned by Chuka Umunna and Yvette Cooper, in *The Sun*. Well, yes. Obviously. He's American. Without qualification.



THERE IS an iron law in British politics. The Chancellor of the Exchequer claims all the credit when things are going right, but blames 'the global economy' when things go wrong. Hello, George...



AS MARX – Groucho, not Karl – famously said: 'Politics is the art of looking for trouble, finding it everywhere, diagnosing it incorrectly, and applying the wrong remedies.'

Marching on May Day against anti-Semitism

A SLEF activists from around the country joined general secretary Mick Whelan, national organiser Simon Weller, EC vice-president Dave Calfe, executive committee members Marz Colombini, Andy Hudd and Howard Kaye, and district organisers Finn Brennan, Dicky Fisher and Nigel Gibson on the traditional May Day march in London.

Members met at 11am at Clerkenwell Green, hard by the ASLEF head office in St John Street, and an area with strong radical roots. Wat Tyler camped here during the Peasants' Revolt in 1381 and George Loveless, the first of the Tolpuddle Martyrs to return to these shores after transportation to Australia for having the temerity to form a trade union, came back to a heroes' welcome on Clerkenwell Green in 1838.

Labour Party leader Jeremy Corbyn, addressing the crowd from the top of a double decker bus, before the march set off, took the opportunity to make his position on anti-Semitism crystal clear. He said: 'We stand absolutely against anti-Semitism in any form. We stand absolutely against racism in any form. We stand united as a labour movement recognising our faith diversity, our ethnic diversity, and from that diversity comes our strength.'

ASLEF marchers, together with activists from other trade unions, workers from other countries, students, pensioners, and anti-austerity campaigners, moved off at 1pm, making their way through the capital in the spring sunshine to a rally in Trafalgar Square.



ASLEF on the march on May Day after listening to Jeremy Corbyn talk about the importance of trade unions (left). Frances O'Grady joins Mick Whelan (top) and shares a joke with Simon Weller and Debbie Reay (above) before leaving Clerkenwell

Hillsborough verdict offers hope to Orgreave campaigners

GRANVILLE WILLIAMS of the Orgreave Truth & Justice campaign reflects on parallels between Hillsborough and Orgreave

The jury verdicts at the Hillsborough inquest bring to an end one stage of the tireless campaign by the bereaved families to establish the truth about who was responsible for the disaster in 1989. The verdicts were a stunning vindication of the stamina and determination

of the Hillsborough campaigners.

But now another campaign opens up – for justice. The South Yorkshire police chief superintendent in charge at the match, David Duckenfield, should now face criminal charges. As should the force for the way it conducted itself on the day, its behaviour in the aftermath, spreading deliberate and cynical lies blaming the fans, and its conduct in seeking to maintain these lies during the inquest right up until the jury's verdict. The role of West Midlands police, who investigated the conduct of the South Yorkshire force for the original inquiry, should also be part of this criminal investigation.

The issues highlighted at the Hillsborough inquest have uncanny parallels with the role of the force during the Battle of Orgreave in 1984. The scales are falling from sceptical eyes and people are coming around to the view that both campaigns have revealed South Yorkshire police to be not citizens in uniform but unaccountable officers operating outside the law. Both Hillsborough and OTJC now want justice, and for those officers to be held to account.

QUOTE...

'Brexit will mean higher prices and fewer jobs.' – **George Osborne**, Chancellor of the Exchequer

...UNQUOTE



GS Mick Whelan spoke at a meeting of Harwich Labour Party at the end of April. Other speakers included Ivan Henderson, MP for Harwich from 1997 to 2005, before he lost the seat to Douglas Carswell (then Conservative, now UKIP). Ivan, a good friend of ASLEF, now sits on Essex County Council for the town, after unseating the incumbent Conservative.



Marz Colombini models ASLEF's Kes tee-shirt – with a Harvey Smith to the Tories' anti-Trade Union Act – based on the iconic image from the famous Ken Loach film. £10 (inc p&p); email admin@aslef.org.uk or visit our online shop at www.aslef.org.uk

We learned more from a 3 minute record than we ever learned in school

GRAHAM CHESTERS profiles ASLEF Education's learner of the year

DAVID Parr, who has proved that barriers to learning can be overcome if you have the desire and the motivation to achieve your goals, is the ASLEF Learner of the Year for 2016. David recently completed a Level 2 IT application specialist diploma during a year when he suffered a traumatic family bereavement, and completed a marathon bike ride, as well as balancing the usual challenges of a full time job and family commitments.

The IT course David attended was set up by ASLEF Education with Stephenson College. Courses are on offer to rail workers in Birmingham, Derby, Leeds and London. To achieve his computer qualification he had to complete modules in IT security, word processing, epublications, email and internet, PowerPoint presentations and Excel spreadsheets as well as functional skills assessments in Maths and English. For a year he travelled regularly from Plymouth to the sessions with tutor Cheryl Duncan-Ratcliffe in Birmingham.



DO2 Kevin Lindsay applauds as David Parr picks up his award from GS Mick Whelan

David has been an ASLEF member for 30 years and started as a trainee driver back in April 1986. He began at Ashford before moving to Dover, Eurostar at Waterloo, then Plymouth. David's father was a railway worker, too, and spent 41 years on the iron road, 26 as a driver. Sadly, David's father passed away suddenly in November just as David was nearing the end of his course. It was a difficult and emotional time for David, who wrote a moving tribute to his dad in the *Journal* in January.

Whilst doing his course David found time to complete a charity cycle ride from Land's End to John O'Groats last summer. He completed the journey on his own in 11 days, raising funds for the British Heart Foundation.

David was presented with his award by Mick Whelan at our union learning conference in March. The GS praised him for his hard work and commitment and underlined the role of ULRs in setting up courses for ASLEF members: 'Education leads to choice and education leads to liberation.'

Cheryl Duncan-Ratcliffe paid tribute to him, too: 'David is a positive role model for a mature student, successfully balancing the course around his work/home and other commitments, including his charity bike ride.'

David said: 'More than ever members are expected to have a knowledge of IT skills in the modern working environment. The only commitment is having the discipline to complete each module on time. I really enjoyed the course and would encourage others to take advantage of the courses offered by ASLEF Education.'

QUOTE...

'The freedom that neoliberalism offers, and which sounds so beguiling when expressed in general terms, turns out to mean freedom for the pike, not the minnows, in the pond. Freedom from trade unions and collective bargaining means the freedom to suppress wages.'

– George Monbiot in *The Guardian*

...UNQUOTE

PROPOSED CHANGES TO UNION FUNDING SCRAPPED

The Tories were forced to rethink part of their controversial crackdown on trade union freedoms after a defeat in the House of Lords. Plans to abolish the check-off system for union subs in the Trade Union Bill were dropped after a threatened rebellion by peers.



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Shaw thing says Nicola as costs soar

Patrick McLoughlin, the Secretary of State for Transport, in answer to a written question from Shadow Transport Secretary Lilian Greenwood, has revealed that the Shaw report has cost £875,919.

DUNDEE CAKE



George Mitchell from Glasgow; DO2 Kevin Lindsay; Jim Baxter from Motherwell; GS Mick Whelan and EC2 Hugh Bradley represent ASLEF at the STUC in Dundee, the city of jute, jam and journalism.



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Paint it black

IMAGES of Britain's railways dominate the shortlist for the prestigious Haworth Prize for young artists from the north of England. Three of the nine works shortlisted for the £4,000 prize are about life on the iron road.

Trains Passing on Monkwearmouth Bridge by Jonathan Gray depicts the bridge built across the River Wear in 1879; the first direct rail link between Newcastle and Sunderland, the two big cities in the industrial north-east of England.

Matthew Thompson, working in chalk and pastel, shows *York Station*, one of the most important and historic stations on the network, and a key stop between London and Edinburgh.

Rob Pointon, with his characteristically fluid brush strokes, and unusual perspective, captures the hustle and bustle of *Piccadilly Falls*, an escalator at Manchester's principal railway station, during the rush hour.

The nine shortlisted pictures, for artists aged 35 or under who live and work in Northumberland, Durham, Tyne & Wear, Yorkshire, Lancashire, Cumbria, Cheshire, Merseyside or Greater Manchester, are on display as part of the New English Art Club's annual exhibition at the Mall Galleries in central London from 16-25 June.



Trains Passing on Monkwearmouth Bridge (above left); **York Station** (left); **Piccadilly Falls** (above)

Farmer Smith back in the sticky stuff

The troubled West Coast Railway Company is being investigated for yet another safety breach – only days after it was given back its licence – after a serious incident when a chartered steam loco with hundreds of passengers on board moved into Bath Spa station with its doors open. The Office of Road and Rail is investigating the incident on 13 April, which involved a service from south Wales to Salisbury, and happened just days after the ORR rescinded a ban on the controversial heritage operator – owned by David Smith, a Yorkshire farmer who, according to the *Daily Telegraph*, 'runs it in an authoritarian manner like his own private train set' – running services on the main line. The company, which employs drivers on zero hours

contracts, has been found guilty of a string of safety failures.

Network Rail reported that the Cathedrals Express pulled into Bath Spa with only half of its carriages in the station. Passengers in those carriages, and on the platform, began opening doors, and getting on and off, but the train suddenly lurched forward, 'with all the doors that had been opened, still open.' NR said: 'The train continued down the platform to the designated stopping point. Station staff are not implicated in this incident, as they had no time to intervene.'

Mick Whelan, ASLEF's general secretary, has written to Ian Prosser, chief inspector of railways: 'Given that ASLEF has previously expressed our concern at your allowing this



Another blunder by West Coast Railways

company to operate on our rail infrastructure at all and that you have already barred them from doing so once, only to allow them back on 23 March, for this to happen so soon after must surely call into question your judgement in this case. If your investigations uncover what we suspect is the likely judgement here we will expect you to reconsider your decision to continue to allow them to operate.'



EC president Tosh McDonald on a picket line in Brighton with members of the local Labour Party.



ASLEF marked Workers' Memorial Day at Euston on 28 April. GS Mick Whelan, EC president Tosh McDonald, and vice-president Dave Calfe, together with colleagues from the RMT and the TSSA, laid a wreath at the tree planted in memory of railway workers, and members of the travelling public, who have lost their lives or been injured on Britain's railways.



QUOTE...

'Most industrial disputes don't turn into industrial action because of the quality of the dialogue between management and workforce.' – **Robert Lea** in *The Times*

...UNQUOTE

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ASLEF's policy making parliament

A SLEF's annual assembly of delegates – our annual conference – was held from Monday 9 to Friday 13 May at the Macdonald Highlands hotel in Aviemore in the foothills of the Cairngorms. It is the first time since the Associated Society of Locomotive Engineers and Firemen was formed in 1880 that our annual conference has been held in the Highlands of Scotland. AAD is ASLEF's parliament, the foundation stone of our union's democratic structure. 'AAD is the most important body of ASLEF,' said Tosh McDonald, in his president's address. 'You make the policy that we carry out.' Every branch has the right to propose changes and the chance to send a delegate to the forum where we establish our priorities and make plans for the year ahead. We had five days of passionate discussion and debate, wonderful speeches and warm comradeship, in a spectacularly beautiful part of the world, as train drivers came together from all around Britain to share problems and swap tales of triumph.



Delegates at AAD in Aviemore. Conference photos by Douglas Robertson

Ian: Boil in the bag to life member

Ian Smith, a senior trustee of the union, Glasgow branch chair, and a man described by DO2 Kevin Lindsay as 'a stalwart of this trade union' and by EC2 Hugh Bradley as 'Mr Angry, but always on behalf of the members', opened AAD by describing his career on the iron road.

'I joined the railway in 1979 as a guard, became an activist in the NUR, and remember being impressed by Ray Buckton during the flexible rostering dispute in 1982. ASLEF went out on strike, and stayed out on strike – ended up losing that dispute – but I was proud of what ASLEF did and how they did it. I believed I was in the

wrong job, and the wrong union, so I became a boil in the bag driver and joined ASLEF.

'At Scarborough in 1994 I came across a big brass Scotsman, Tosh McDonald, who rode a big fancy Harley, and drank wine rather than Mad Dog, and Simon Weller – 'Sit down, Simon' – who had a big influence on me. The key values of a trade union – drummed into me by Kevin Lindsay – are integrity, solidarity and collective responsibility.

'The attacks on Jeremy Corbyn – elected overwhelmingly by the membership of the Labour Party – by the Parliamentary Labour Party are



Ian Smith – integrity and solidarity

shameful. The PLP needs to show the same sort of solidarity that trade unions show.'

GS Mick Whelan presented Ian with honorary life membership of ASLEF – the highest honour the union can bestow – in recognition of his services over the years.

MICK WHELAN – THE BEST GS I'VE SEEN

Tosh McDonald, in his president's address on Monday morning, said: 'What a year it's been since we met at Southend! First, depression after the Tories were re-elected; we didn't expect that. Then the runners and riders in the Labour Party leadership contest, offering more of the same, the same old policies that cost us five million votes between 1997 and 2010. Then the messiah, JC, Jeremy Corbyn, came along and we knew we could support him. We were the first trade union to support Jeremy Corbyn, the first trade union to support Tom Watson for deputy leader, and the first trade union to support Sadiq Khan as London Mayor. What a hat-trick! It's also the first time in ASLEF's history we have re-elected a general secretary. And Mick Whelan was re-elected unopposed. Mick is the best general secretary I've seen in ASLEF and I think he will prove to be the best general secretary in ASLEF's history.'

FOLLOWING IN THE FOOTSTEPS OF RAY BUCKTON

Mick Whelan congratulated national organiser Simon Weller on being the first member of ASLEF since former general secretary Ray Buckton to be elected to the executive of the TUC.

HANDY ANDY IN THE CHAIR

Andrew Gardner, of Inverness, was elected unopposed as chair of AAD. Collette Gibson, of Paddington, was elected vice-chair.

ASLEF INFLUENTIAL

EC president Tosh McDonald congratulated Mick Whelan on becoming vice-chair of TULO. 'Sometimes we should remind ourselves just how influential this small trade union is.'

QUOTE...

'My heart's in the Highlands, my heart is not here, / My heart's in the Highlands, a-chasing the deer; / Chasing the wild deer, and following the roe, / My heart's in the Highlands, wherever I go.' – Rabbie Burns

...UNQUOTE



Tory government is coming for us

MICK WHELAN, general secretary, in a passionate speech to delegates on Monday afternoon, challenged the Conservative government to come clean.

'A few weeks ago Peter Wilkinson, a civil servant at the DfT who earns £265,000 a year, spoke at a public meeting about £60k a year train drivers working a three day week. We called him out as a liar – which is what he is – and we wrote to Patrick McLoughlin, the Secretary of State for Transport, and asked if what Wilkinson said – about taking on and breaking the trade unions – is government policy. We got back a woolly answer which evaded our questions so we wrote again,



Mick: 'We will not be broken'

more aggressively, and we are still awaiting an answer.

'But I know what I think. I think this Tory government is coming for us – coming for you – because they want to break ASLEF as they want to break all the trade unions. Because they want to break anyone and everyone who can – and does – stand up to them. But I know something else. I know we will not be broken, whatever hurdles this government – and their friends in the High Court – try to put in our way.'

Mann on for Pythonesque dressing down

Tosh McDonald, ASLEF's president, speaking in a debate about the Labour Party on Monday afternoon, called on the party machine to treat people equally.

Tosh told delegates: 'John Mann called Ken Livingstone a neo-Nazi. Now Ken Livingstone may be many things but one thing he is not is a neo-Nazi. The accusation was risible. But Ken Livingstone has been suspended by the party. And Naz Shah has been suspended by the party for saying things before she was an MP.

'Yet John Mann, who bullied and intimidated a much older man in an

obviously stage managed ambush – stage managed for the benefit of the television cameras – gets let off with a Pythonesque dressing down by the Chief Whip, Dame Rosie. That's not fair and that's not right.

'The Labour Party has to make sure that the Old Right – the Blairites, and Progress, a party within our party – of the party, which still has its



Tosh: 'Not fair and not right'

hands on the levers of the party machine, treats people properly and treats people fairly. We can't have one rule for the left and one for the right.'

Helping Star to shine

Cliff Holloway, of Euston, moved a motion to make a donation of £1,000 to the Morning Star because it is 'One of the few papers that supports the trade union and labour movement, in an otherwise hostile world where most of the papers support the Conservatives, the party of the boss class.' The motion was passed unanimously.



Off the AAD rails

AVIEMORE (in Gaelic, An Aghaidh Mhòr, which means big mountain face) was an appropriate venue for ASLEF's first conference in the Highlands because the town grew up around the railway station, built for the Inverness & Perth Junction Railway – later the Highland Railway – in 1863.

TOSH McDONALD rocked the room when he announced first thing Monday morning, 'The hospitality of the Scots is world-renowned and I think many of us will be well-hospitalised this week...'

COLLETTE GIBSON, Paddington, speaking after Tosh on Tuesday, muttered dryly: 'I wish I wasn't speaking after the EC president. He's very loud...' Collette also said, after making a serious point about reporting sickness, 'Fortunately, I had the support of my district officer – a bit of a pissehead, but very supportive – so it turned out OK.' Collette was, subsequently, at pains to point out she meant a DO in the dim and distant past.

MARK WAKENSHAW, Gateshead & Newcastle, was hobbling, slowly and with some difficulty, on crutches, after a crash on his Yamaha, to the front of the room on Monday when Chris Sneddon, Wimbledon, wickedly called out, 'Hurry up!' By Thursday, Mark himself was muttering, in a stage whisper, as the click of his crutch on the carpet broke the expectant silence as he made his way to the front, 'It's the click of death, comrades.'

JUST before Bob Crow, general secretary of the RMT, went to the great picket line in the sky, he was standing at a railway station with Mick Whelan and Tosh McDonald when an RMT member came up and asked if he could take a picture of the three trade union musketeers. As the shutter clicked Mick whispered: 'You realise, Bob, you're being photographed with two of your most high profile former members...'

DANIEL MASRANI, Cardiff, gave short shrift to a proposal – moved by Eastleigh, seconded by Brighton – that the arrangement committee's arrangements – something of a moveable feast until the day before conference opens – should be sent out earlier. 'It's called preparation,' said Dan, irritated earlier in the week to be referred to as Swansea rather than Cardiff. 'It's about doing your homework. So do it...'

VOLODYMYR MACHULYAK of the free trade union of railway workers in Ukraine predictably struggled to come through loud and clear in a down the line interview via Skype on Wednesday afternoon. Leading Phil Devonport, Mylebone, to say, 'Wasn't that the Land of Confusion?'

Well and truly gubbed

N EIL FINDLAY, Labour MSP for Lothian, was typically candid when he made a thoughtful, and analytical, speech at conference on Tuesday afternoon. 'The results of the elections to the Scottish Parliament were awful,' he said. 'We were, as we say in Scotland, well and truly gubbed. It was our worst result in more than 100 years, losing all but three constituency MPs.'

'We fought the election on one of the most progressive manifestoes in many, many years. We fought on a platform on which I was proud to stand, a platform of redistribution to tackle health and wealth inequality, of investing in public services, and protecting local government. We were committed to taxing the richest 1% who earn over £150,000, scrapping the council tax, and investing in education.'

'But it wouldn't have mattered if Keir Hardie himself had handed out million pound notes to every voter who promised to vote Labour, we would still have suffered the same result. Because the reality is



that the rot set in long before the referendum. Over the years we lost the trust of too many of the Scottish people. Increasingly they saw a Labour Party they didn't recognise. A party that had stopped challenging inequality, that accepted privatisation rather than revitalising public ownership, that went along with the market while ingratiating itself with the establishment.

'Scottish people who were on a journey of losing faith had their concerns confirmed by the catastrophe of Iraq. The cherry on the cake was the disastrous involvement in the Better Together campaign. You can't, as a party, decry the Tories every day only then to link arms with them.'

'At the election we were



squeezed between two competing forms of nationalism – Rule Britannia Tory British nationalism and Braveheart Scottish nationalism. In most constituencies there were four parties standing. Yes voters had one candidate around which to coalesce while No voters were split three ways.

'As someone who grew up, and lives, in a mining community, I am appalled. Despite the unprecedented Tory attacks on working people, the legacy of Thatcherism, and attacks on all the gains we have won as a movement, many people in Scotland turned to the enemy of our class. They voted Tory because they felt they would fight the SNP hardest on the constitution in a country



'The focus is on nation and flag, rather than class and community, but the people in my street cannot eat a flag'

still dominated by that debate.

'And Labour lost out to Yes voters who have not forgiven us for not voting with them in the referendum. Labour's progressive message was starved of oxygen in a constitutional headlock. The focus on nation and flag, rather than on class and community, has moved the Scottish Parliament firmly to the right. But the people who live in my street cannot eat a flag or pay the bills with a slogan that cries Yes or No.'

'That's why there has never been a greater need for a Labour Party that represents the interests of working people than there is now. Now is not the time to abandon our values. Now, more than ever, is the time to argue for them. The stuff coming out of John McDonnell's office has been so refreshing. He is a breath of fresh air, with his commitment to progressive taxation, to tackling tax avoidance and evasion, and

to the kind of purpose we need if we are to win another election.

'I was very proud to run Jeremy Corbyn's campaign in Scotland. To the plotters and critics and connivers in Parliament I say, shut up, and get behind the leader, and help Labour win the next election. It was a bad result in Scotland, but not in the local and mayoral elections in England, and can you imagine how good it might have been if these clowns had got behind the leader and helped Labour to victory?

'We need you now, more than ever, to change the Labour Party into a campaigning force that wins in Scotland and wins across the United Kingdom.'

QUOTE...

'This is a proper Labour Party look after them.' – Mick W...

'Every train I work I want a Longsight

SAFETY REPS ARE SUPERHEROES

Hilda Palmer, of the Hazards Centre in Manchester, laid into the neoliberal legacy which, with the help of the Tories, is making the workplace in Britain more dangerous every day.

'Workers in trade unions fought for all the health and safety legislation we have in this country.

But the governments of Margaret Thatcher, and Dodgy Dave, following a neoliberal business agenda – and we shouldn't forget the lighter regulation of Tony Blair and Gordon Brown – have all rowed back on the gains we collectively made.

'Low pay is a really serious health and safety issue. Studies show that

stress, depression and anxiety are caused by long hours, low pay, and bullying and harassment by management at work. Strong laws, and strong trade unions, are what keeps workers safe at work. Safety reps are the superheroes of the trade union movement. Health and safety reps save lives, protect health, and

save the country money.

'That's why David Cameron and the Conservatives are attacking everything – and everyone – makes us safe at work. The tape. We say it's what makes civilised. But the Tories – a business – have always put profits before people.'



Rail policy crucial for delivering economic growth

ANDY McDONALD, Labour MP for Middlesbrough, and Shadow Rail Minister, in a barnstorming speech on Tuesday, underlined the Labour Party's new determination to bring Britain's railways back into public ownership.

'I was delighted to accept Jeremy Corbyn's invitation to take up the position of Shadow Rail Minister in January. Jeremy, as you know, is a complete rail enthusiast and we are both determined to campaign for a fully integrated publicly owned railway, to fight job cuts, and to campaign for cheaper fares and better services. Jeremy reminded me that he has worked with the rail unions for many years on these issues and he knew I would enjoy working with the unions. I think I've got one of the best briefs in politics – to shape Labour's rail policy over the coming years – because getting our rail policy right is absolutely crucial for delivering the type of economic growth needed to create the prosperous and just economy that Labour will deliver

Andy addresses delegates (right) and picks up a pressie from the GS (far right)



when next in government.

'And Labour's transport policy will be more than just a mechanism for achieving economic growth, it will help to build a more caring and inclusive society, alleviating social exclusion and connecting isolated communities and individuals. Rail policy will be central to our plans, when next in government, and I am proud to stand shoulder to shoulder with you – and all our rail unions – as crucially important colleagues in our movement.

'I believe the last Labour government has a record on rail that we can be proud of but we could have done more and we should have done more. I know many of you will share my frustration that, in 13 years of government, Labour failed to reverse the disastrous privatisation of rail in the UK. When we look at the history of rail privatisation, and its impact on passengers, it isn't difficult to understand the overwhelming public support for bringing railway services back into public ownership.'

Andy hit back at the Blairites, in Progress, who are seeking to

undermine the Labour Party's direction of travel. 'We are told we have to reach out to voters beyond our core vote. Well, let's say it, loud and proud, taking our railways back into public ownership is what the overwhelming majority of the public want – whatever their political allegiances. Quite simply, it's popular! The Tory privatisation of British Rail was a rushed, botched, job which had more to do with ideology than any clear plan for the railways. The legacy is a fragmented, and expensive, rail network. Hundreds of millions of pounds leaks out of our railways in taxpayer subsidies that should be better directed to investing in our services, making fares affordable and supporting the people who really run our railways – the drivers, the guards, the ticket office staff, the cleaners, the catering staff, the administrators, the designers, the engineers, the managers, everyone who works in the industry. They run our railways and we should recognise their commitment to our railways, listen to them, and work with them to deliver the services that our people want.'

Andy said the Tories' drive to close ticket offices, and remove staff from platforms, and trains, encapsulates the short-term thinking and false economies of the politics of austerity. 'The push to expand Driver Only Operation across our networks is one such example. Customers value human presence on their trains, especially people with disabilities.'



The chair (left) and with Mick and Tosh (above) on the top table

THE VIEW FROM THE CHAIR

Andrew Gardner, delegate from Inverness, was elected unopposed as chair of AAD. 'I joined the railway in 1979. My father was a guard, and the day I left school, he said, "Do you want a job on the railway?" And within four days I was on my way to Edinburgh to become a traction trainee. Never regretted the decision. I got involved in the union in 1982, during the flexible rostering dispute. Before that I'd been interested, but not active, but we had a lot of money donated, and the branch decided to divvy it up among everyone, £29 each, and I moved a motion, shaking like a leaf, that the money was meant for hardship and should go to those who were suffering hardship. It was heavily defeated, but I decided to get involved, and was determined not to be defeated again!'

Andrew, 54, was elected to the LDC, became branch secretary in 1983, to sectional council in 1990, rising to secretary of company council until 2006. Andrew ran a learning project in the Highlands for three years and has been back driving trains full time since 2010. 'It's my 11th AAD, over the years, and this, the first time AAD has ever been held in the Highlands, well, it's my home branch, and there's been a tradition in recent years of the chair coming from the local branch, so I put my name forward. I've enjoyed it immensely. Doing all those union jobs gave me the experience. If you can shout at managing directors then you can shout at a few ASLEF reps!'

party with proper MPs. Let's
Thelan

a guard.' – Alan Moss,

...UNQUOTE

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y call it red
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t profits



'They call it red tape. It's what makes us civilised.'



QUOTE...

'The weasel words – or letters – DCO should not let in DOO by the back door.'
– Dave Vaughan, Newton Heath

...UNQUOTE

Standing shoulder to shoulder on DOO

AAD unanimously backed a motion – moved by Chris Sneddon, Wimbledon, and seconded by Andy Cook, Selhurst – calling for a letter of solidarity to be sent to the RMT in their battle over guards' jobs with GTR.

GS Mick Whelan said: 'GTR sent a letter to conductors saying, "We are going to take your jobs away and you may – may! – get the chance to apply for another job." The union got involved so the company sent them another letter – the worst letter I've seen in 20 years – saying they were taking away their travel facilities and car park places – so how do they get to work? – if they had the temerity to take industrial action. Then they sent another letter saying they could sign a new contract with worse t&cs and they – the company – wouldn't tell the union. It's clear what the company is trying to do. They are trying to break the union.'

Chris Sneddon said: 'They're coming after the RMT now and they'll be coming after ASLEF next. We need to stand shoulder to



Delegates listen to the GS in Aviemore

shoulder with our brothers and sisters in the RMT. It's the right thing to do.'

Later, after a long and thoughtful debate, AAD endorsed the EC position of no extension of DOO (whatever it's called, however the TOCs try to disguise it). Tim van Tinteren, Sheffield Midland, said: 'It's time to draw a line, dig the trenches, and prepare for war.'

Kevin Beresford, Doncaster, argued: 'The principle of DOO has been lost. We should be working with our sister union to manage change, and not simply say no, no, no.'

But Dave Calfe, vice-president, persuaded delegates when he said: 'It's not just about safety and it's not just about risk-assessments. It's about people's jobs.'

QUOTE...

'Mick Whelan and Mick Cash might have a good working relationship but that isn't replicated on the ground. The RMT won't recognise us and they still try and poach our members.' – **Pete Moffatt, LU Managers**

...UNQUOTE



Christine Robb, of the Transport Benevolent Fund, explained the benefits of belonging to the TBF and offered to sign up delegates.

Protecting our pensions

Dave Tyson delivered, as always, a detailed, but highly intelligible, report on the state of our pensions. He reported: 'The end of contracting out has, in general, been resolved with a cross-industry agreement. While this may not be popular with some members it was done for the right reasons and the overriding principle was to protect our final salary pensions.'

'Active membership of the

RPS, which stood at 84,500 in 2011, has grown to 90,500 today. Overall membership has remained static at around 338,000. Assets have grown from £17.7 billion in 2011 to £22.5 billion today. Money paid out continues to outstrip that taken in by some £250 million, with £702 million being paid in contributions and government support; with £983 million being paid out in benefits.'

● Mark Daniels introduced the auditors' report – delivered by



Dave Tyson, who has served 15 years as trustee director of the Railways Pension Scheme with distinction

Phil Clark – and gave the trustees' report on the state of the union's finances.

PURGING THE LEFT

Andy Wakefield, Nottingham, pointed up a problem the Labour Party needs to address. He said: 'Left-wingers have been purged simply by being told of their summary expulsion without even the right to know what the charges are against them. This isn't a new problem. During the leadership election last year many of those who quit the party under Blair and Brown but wanted to rejoin because of Jeremy Corbyn's candidacy were denied a vote because they wanted to use it to support him.'

REVIVED 45s

Speakers on Thursday found ingenious ways of inserting song titles into their speeches. Winner was Gary Wareing of Hull. But who was behind the wheeze? Marylebone, Newton Heath and Wimbledon, caught in a huddle after the karaoke, are believed to have been the movers of this particular (non-agenda) item, even though Paddington loyally insisted, 'It was a collective decision.'

Khadija Coll (centre) from Saheliya, a charity which promotes positive mental health and wellbeing among minority black, ethnic, refugee and migrant women in Glasgow and Edinburgh, addressed conference on Thursday.



Listen to the authentic voices of the footplate

PAUL ROUTLEDGE, the son of a railwayman, and a journalist who, in a long and distinguished career, has worked for *The Times*, *The Observer*, the *Independent on Sunday*, and *Daily Mirror*, and written books about Gordon Brown, Peter Mandelson, and Arthur Scargill, was on sparkling form on Friday morning, despite drinking deep into the previous night with delegates in the hotel bar.

Paul, who loves railways, and railwaymen, said he had enjoyed 'listening to the discussions this morning – to the authentic



Paul picks up his Flying Scotsman from Mick

voices of the footplate' and suggested the TOCs should do a little more of that, too. He held up a copy of the local paper, the *Strathspey & Badenoch Herald*, in which Charlie Whelan, Gordon Brown's former spin doctor, 'says ScotRail should be listening to their

drivers rather than their accountants.'

He recalled his days working at Westminster, or what he called 'that mad Gothic shed by the river', and as an industrial correspondent. 'Ray Buckton knew how to play the media. He'd get us into the office at Arkwright Road, and say "I've never seen the lads so angry – the telegrams are flooding in from every depot!" Great lad, and a great leader of this union.'

QUOTE...

'The British Transport Police have it in for us. They need to be sorted out.' –

Pete Cashman, Birkenhead

...UNQUOTE

BACKING BREXIT

AFTER a long, entertaining, and informed debate – which began on Monday afternoon and finished midway through Tuesday morning – about the European Union, and the position ASLEF has taken on the referendum, AAD endorsed both the position the EC has taken – backing Brexit – and the fact that it decided our policy.

Speaking in favour of an emergency motion to overturn the policy Tim van Tinteren, Sheffield Midland, said: 'The recent High Court injunction was made by a right-wing British judge in a British court. A vote to leave the EU would be a boost to this Conservative government. A vote to leave, at this time, under this government, would be a step back for the working-class.'

Tony Holloway, Waterloo Nine Elms, said: 'This debate is not just about the decision to back a Brexit, but about the way that decision was taken, because a lot of members feel we should have

been consulted, rather than being told what the EC had decided by a branch circular.'

But Rab Wicksted, Edinburgh No 2, said: 'Under TTIP companies will be coming to demand compensation from our government – from the public purse, from the taxpayer, from your pocket and mine – if they don't make enough profit! Are they having a giraffe?'

Tosh McDonald, EC president, said: 'Remember what happened to Greece. The EU acted like a giant Wonga – here, take some more money, now we'll screw you to make the repayments. Sell off your treasures, sell off the public services, privatise everything, rip up people's pensions. It's outrageous!'

Dave Calfe, EC vice-president, said: 'The EC makes policy, under rule, outside of AAD sitting.'

And Dave Vaughan, Newton Heath, said: 'We are a political organisation and the EC made a principled decision.'



Barry Simpkins of the Rail & Maritime Union in New Zealand, Dave Calfe, Wayne Butson of the RMU, Mick Whelan, and Bob Hayden and Keith McMahon of the Rail, Tram & Bus Union in Australia. 'The workers, united,' said Wayne, 'will never be defeated.'

Highland games

When the GS chose District 2 for AAD, many members thought it might be held in Glasgow. The decision to hold it in Aviemore raised eyebrows, and led to a lively discussion on Monday morning. Tony Holloway, Waterloo Nine Elms, spoke in favour of making AAD 'accessible to everyone, preferably by train' but Mike Butler, Penzance, said: 'I had the farthest to come, and I think it's right to take conference around the districts.'

SIMON NOW OUR AGS

AAD voted unanimously to change the title of national organiser – the second most senior elected position in this union, held by Simon Weller – to assistant general secretary. 'We're talking about the title, not the man, but it needs to be the correct and recognised title,' said Cliff Holloway of Euston.

QUOTE...

'The train companies are always pushing productivity, and punctuality, at the expense of safety.'

– **Dave Calfe, EC vice-president**

...UNQUOTE

The Red Flag

AAD ended, in the traditional way, on Friday afternoon with everyone singing the *Red Flag*, led in a beautiful baritone by Dave Vaughan, of Newton Heath, aka the *a cappella* ace.



Full and frank

WESTBURY branch was pleased to have the DB Cargo promotion, transfer and redundancy committee in attendance at a well-supported meeting about the closure of Bristol depot and the transfer of drivers to Westbury, now apparently the biggest DBC depot in the country, which is a sobering thought. Nigel Roebuck, committee chair, and his trusty team of negotiators gave us a full report on the relocation of drivers and associated issues this would throw up. This was followed by a



John picks up his 10 year badge from Andy

full and frank Q&A session with neither side shying away from difficult issues. It's clear, listening to the problems of the freight sector, that the loss of coal and steel traffic is changing the structure of rail-borne freight with an ever-increasing number of freight operators competing for an ever-decreasing number of contracts. Andy Hudd, EC member for District 7, covered political and passenger issues, giving us the

background and putting meat on the bone of all those circulars that pass through the branch. Bro Hudd rounded up his report

with a Q&A. This just left the presentation of long service badges for 2016. Bro John Standen was presented with his 10 year loyalty badge. John came to DBC at Westbury from DRS and has settled down well at the depot.

Our retired drivers' dinner is on 30 September and we look forward to a good turnout for a sit down meal and after dinner drinks at the Westbury Labour Club. **David Griffiths, branch secretary**

Remember the dead fight for the living

A great turnout in Manchester for Workers' Memorial Day. Bro Alan Moss was tasked with reading out the names of those who have died in the workplace, mainly unlawfully. Remember the dead and fight for the living... **Colin Smith, District 3 Organiser**



Life of Brian

I was privileged to present Brian Bulmer, a valued member of ASLEF for 30 years, and a man who's been in transport for more than 40, with his 30 year badge.

Trevor Graham, branch secretary



Andy Graham, Perth, retires after 42 years on the footplate.

Upcoming events

OLD OAK COMMON – TUESDAY 14 JUNE

The retired section's annual reunion is from 13.00 to 16.00 at the AGV Club, Ponderosa, Alwyn Gardens, Acton, W3 0JH.

LEICESTER – SATURDAY 18 JUNE

Annual reunion at the Barley Mow, Granby Street, Leicester from 12.00. All retired and active members welcome. For further details contact Ray Worthy on 07804 029149.

CRICKLEWOOD – FRIDAY 1 JULY

Meeting at Kidderminster for a 12.30 departure.

ASHFORD – THURSDAY 7 JULY

Southeastern retired and working members' reunion from 11.0 at Ashford Railway Club, Beaver Lane, Ashford.

RAINHAM – THURSDAY 6 OCTOBER

Southeastern retired and working members' reunion from 11.0 at Rainham Social Club, 86 Station Road, Rainham.

PETERBOROUGH – FRIDAY 7 OCTOBER

Booz'n'Chat at the Parkway club, Maskew Avenue, £5 in advance, £6 on the door. Contact Malcolm Bell on 07884 43242 or fletton.brick@btopenworld.com

✉ Please send your all branch news, reports and photographs to journal@aslef.org.uk

TONY'S IN TOWN



Tony West (far left) with the Cambridge crew

A packed April meeting welcomed Tony West, Pete Smith and Alan May of the Retired Members' Section committee. Tony gave a brief outline of the role of the RMS, how when it was formed in 1998 there were only 300 members and now there are 2,300 including our stalwart branch members Andrew Gates, Pete Cornwell and David Lake. Pete Smith asked the branch to affiliate to the National Pensioners' Convention which was agreed. Alan thanked the branch for membership of the RMS 500 draw and had plenty of takers who joined on the night for £48 per year. Tony presented long service badges to Paul Loughlane and Richard Parkinson (15 years), Martin Haylett (30), Andy Dawson (35), Colin Harding, Graham Brown and Andy Meeks (40), and John Bone (50). Andy Yates paid tribute to Steve Ball who retired in March after 44 years on the railway. We'd like to thank the Grain Store for another excellent buffet. Our next meeting is on Monday 13 June.

Martin Haylett, branch secretary



Faversham branch and (right) Grudd picks up from Marz

END OF AN ERA

Shares in every brewery in the country have soared following the shock announcement of Steve 'Grudd' Gurdler's retirement. Grudd has been Faversham's secretary for longer than anyone will admit to knowing, but at the end of last month he took medical retirement. Ironically, just as he was declared fully fit! Tosh

McDonald recently declared Grudd a legend, and he certainly is. We are incredibly proud and privileged to have had Steve as our secretary, but he was also a formidable h&s rep, district secretary and AAD delegate. Steve was presented with a certificate by District 1 EC member Marz Colombini. Never one for half measures, Steve has begun a



series of farewell celebrations. Don't worry if you've missed them all so far, one is bound to be heading to a bar near you soon!

Andy Cooke, branch secretary

Rolled gold

On Good Friday we were pleased to welcome our newly re-elected (unopposed) GS to our 65th annual retired drivers' reunion. Around 70 guests came with some active members in attendance, too, including our eldest member Stan 'the old soldier' Burgess, aged 95, and our senior member Ted Body. The GS made retirement presentations to Andy Edmonds and Bob Perry and badges to M Winfindale (35



years), L Sly and A Smith (30) P Short, R Earlam and J Dummelow (25), L Williams and N Irving (20), and C Fletcher and N Thompson (15). The branch presented Mick Whelan with a bottle of his favourite tippie (Middletons) in recognition of his re-election. We still enjoy

a healthy attendance by the retireds although, over the last year, we were saddened by the passing of stalwarts to this function Jack Waters (BEM), Harry Jones and Dai Phillips whose banter and tales will be greatly missed.

Nigel Harkness, branch secretary



WINTER WARMERS

Didcot held its 50th reunion on 30 April with a gathering of retired and working members, the general secretary, and a number of union officers. Mick was invited to address those present, after which he and Brian Corbett were asked to present a bottle of Winter Warmer to those over 80, followed by a raffle, and a large portion of fine pig roast. **PJ Smith, RMS**



50 NOT OUT

Norwich branch celebrated retired Bro R Fisher collecting his 50 year service medallion from Bro M Steele who has known Robin for many years. Bro I Johnson and Bro D Pears collected their retirement certificates. And there were badges handed out to D Pears (45 years), L Turner and I Drake (30), A Betts (15), and C Wright (5).

Paul Green, branch secretary



Mick Holder turns back time to June 1916

The editor of the *Locomotive Journal* on conscription, wealth, and Keir Hardie

WEALTH OF THE MONIED CLASS

The editor reports after AAD: 'With regard to regulations as to the moving of engines during air raids, which at present are chaotic, one railway working over or under another, conference decided to approach the companies and military authorities to endeavour to get a uniform order for the guidance of enginemen and firemen on duty. Conference expressed itself against compulsory military service, as being an obstacle to further social and economic improvement in the conditions of the workers, and in the nationalisation of the railways. A resolution calling for the conscription of wealth brought a leading article in the *Yorkshire Daily Post* which held up its hands in horror at the pampered working-classes calling for the wealth of the monied class while objecting to the conscription of their own bodies. A proper system would have stopped some of the still riotous living of the monied classes, and thus cheapened food for the masses by regulating supplies and ending exorbitant profits.'

KEIR WAS AN HONEST MAN

'Perhaps one of the best loved and most misrepresented men of recent years was the late Keir Hardie, the loss of whom the British labour movement will feel for many years. His will was a tribute to the man for, when it was proved, it showed him worth only £420 in cash, and owing £90, which proves that he was at least an honest man, and this cannot be said of many political characters who enjoyed greater popularity.'

NO MAN'S BRANCH

The Tebay branch secretary writes: 'It is utterly impossible for a secretary to look after the branch properly unless the members give him some assistance by attending meetings. Surely every member can spare at least an hour once a month to look after his own interests. There are some who think that when they have paid their contributions they have done all that is required of them. Fellow members, please remember that a branch managed by one man is no man's branch.'

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Event organised by CPBF North

Tony Garnett on his new book

The Day The Music Died: A Memoir

From his childhood in working-class, war-torn Birmingham to his passionate battle to bring controversial topics into the public eye through film and TV, *The Day the Music Died* is the memoir of BBC director and producer, Tony Garnett.

Film *The Price of Coal Part 2, 'Back To Reality' (1977).*
The drama was filmed in the disused Thorpe Hesley pit, near Rotherham, South Yorkshire.

Director: Ken Loach; **Producer:** Tony Garnett; written by Barry Hines.

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PIT PROPS
Music, International Solidarity and the 1984-85 Miners' Strike

In its pursuit of a full public inquiry into the role of the police on 18 June 1984, when vicious para-military tactics were deployed against miners at Orgreave, South Yorkshire. The former coal field communities, devastated by the relentless pit closure programme which began after the strike, still struggle today.

The book concludes with an analysis of the privatisation of the electricity supply industry and how the failure to pursue a coherent energy policy has led to swathes of the industry being controlled by foreign, often state-owned, companies. The absurd consequences of this, now and in the future, are a matter of urgent public concern.

HOW TO ORDER

PIT PROPS: Music, International Solidarity and the 1984-85 Miners' Strike £9.99
ISBN 978-1-898240-08-2

You can buy the book online at www.cpbpf.org.uk for £12.99 inc P&P or buy the book (cheque only) for £12.99 incl p&p from With Banners Held High, 24 Tower Avenue, Upton, near Pontefract, West Yorks WF9 1EE. Make cheques payable to 'With Banners Held High'.

PIT PROPS marks the end of an era in coal mining in the UK and highlights how the incredible year-long struggle by the miners in defence of jobs and communities still resonates today. One section focuses on the vital creative links between music, politics and protest which grew up during the strike. Another tells the amazing story of the flood of international support - money, food, toys, clothes, toiletries as well as holidays abroad - which sustained the miners and their families during that year of struggle.

The book also deals with unfinished business from the strike. The Orgreave Truth and Justice Campaign is resolute

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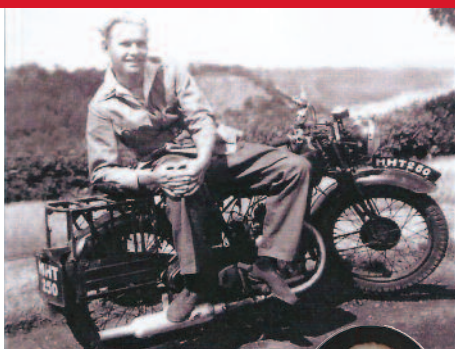
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LEN GLASSPOOL POKER FACE

It is with great sadness that I have to report the sad loss of ex-Barrow Road and Bath Road driver Len Glasspool who passed away on 16 January at the age of 85. Len was a Midland man, starting his career at Barrow depot as a cleaner. He was promoted through the links to fireman and eventually driver. When Barrow Road closed in 1965 he transferred to Bath Road diesel depot and progressed to the top links before retiring in the mid-1990s when Bath Road was split into four TOCs. He continued to drive steam engines on special excursions until he retired including when the Duchess of Hamilton visited Bristol in 1992. Len was a very keen motorcyclist and owned a number of machines when a young man. During his eulogy a story was revealed about how, when Len was engaged to be married, and saving to place a deposit on a house, a gift of money from his parents for a deposit on a



Young Len on his bike; in later years; and (right) with Graham Bellamy on the steam loco the Duchess of Hamilton in 1992

house was instead spent on a new motorbike! Probably a BSA, off on which they went on honeymoon! The music had to be faced on their return. Happily, a deposit was subsequently saved and the family home sorted. Len also loved ballroom dancing and also card games such as crib, blob, and poker. If there was a card school at Bath Road Len



would be sat around the table, showing his 'poker face'. He usually came out on top! Len was a popular character and will be much missed by his family, friends and former work mates here in Bristol.

Bernard Kennedy, Bristol branch secretary

JO JAKES IRTHLINGBOROUGH DIAMOND

Jo (Brian) Jakes has died aged 77. He started on the railway as a cleaner at Wellingborough, working his way through the grades until closure in 1984 when he moved to Bedford as a relief driver. He was soon registered as a driver, opting to remain on the Midland side once Thameslink opened. Renowned for his sense of humour, many an incident passed which came pretty close to the knuckle. Badges appeared depicting activities at the depot and he even put his handicraft talents to good use by producing a Corby flyer headboard for the

short-lived shuttle that operated from 1987-90. In his spare time he helped with the restoration of the Zambezi Sawmills loco owned by David Shepherd, then at Whipsnade. Whilst visiting the Shepherds' home, the renowned wildlife artist's wife Avril was having trouble making her Yorkshire puddings rise; it was Jo to the rescue and all was well! Toward the end of his railway career he was having health problems so he retired early, allowing him to concentrate on his many interests which included model making, visiting railways



and coastal towns from which I would receive a postcard informing me where he was taking his PNB. A large number of us attended his funeral in his hometown of Irtlingborough, Northamptonshire, where we said our final farewells. RIP Jo, you put a smile on everyone's face.

Bill Davies, RMS, Bedford

KEV NEYLON KEEN COUNTRYMAN

Kevin Neylon died in December aged just 66. Kev began his railway career in 1972 at Old Oak Common before moving to Southall to get his driver's position. When Southall closed in 1986 he became Devon bound, first to Plymouth and then, in 1991, to Exeter. BR Network South East decided to have no staff based at Exeter so Kev was on the move again, this time to Salisbury, in 1994. This is where I met Kev, a keen countryman, and his second wife Debbie. They became regular walkers in our group, and I have many happy memories of walks over parts of the disused railway network and the compulsory PNB stops for proper loose tea and freshly boiled water, the stuff of legend. A fan of classic cars, Kevin for some years had a 1960s VW split screen camper van which I was lucky to ride in a few times. Always a keen union man, he was health & safety rep at Salisbury in the mid-1990s. Two of Kevin's children from his first marriage followed in their father's footsteps; son Daniel, who recalls cab rides when young in Inter City 125s, started at Willesden in 1998 and is now at Moor Street Birmingham, as is daughter Joanne who started in 1992. Kevin took early retirement in 2005 and moved to Staffordshire to be near Daniel and Joanne and their families. Sadly cancer, which he had beaten once, returned last year.

Kevin Regan, Salisbury branch



Kev, in the front rank, marching in support of health workers in 1982 (above) and in yellow leading fellow ramblers (top)

STUART ROBERTS STERLING WORK ON LDC



Stuart: a gentleman

Lincoln driver Stuart Roberts died suddenly on 28 February. Stuart started on the railway in 1976 as a shunter at Tinsley yard, moving to Sheffield as a guard. He became a driver at Sheffield before moving to Lincoln in 1993 under redundancy. Stuart became involved with the branch and held various posts but will be best remembered for his sterling work on the LDC. He always put the members first. With his railway knowledge and experience he was one of the first people to turn to for advice. He was a gentleman, respected by everyone, and will be a great loss to the branch, the depot and the company.

Richy Doran, Lincoln branch secretary

We welcome letters, either by email to journal@aslef.org.uk or by Royal Mail to ASLEF Journal at 77 St John Street, London, EC1M 4NN. The writer of our star letter wins a rich range of ASLEF regalia.

Rise & fall of Heavy Haul

I read with interest Nigel Gibson's report (*Journal*, April) regarding the sense of anger in the ruthless world of rail freight and agree totally with Nigel regarding the situation at Freightliner Heavy Haul. I sympathise with drivers being made redundant, and all the hardship and stress that follows, but don't give up hope as there are plenty of TOCs willing to take experienced drivers with a good safety record.

Problems at Heavy Haul began with its sale by 3i/Electra to an investment bank, Arcapita of Bahrain, in 2008. New managers arrived to slash and burn, and get the company ready to be sold again; the only problem was Heavy Haul did not have any assets, only the drivers and ground staff. It was a paper company, built on sand, with 70% of the profits generated by coal traffic. The new operators tried to trim the fat for a quick sale, and had little interest in generating new business.

Management were guilty of falling asleep at the wheel, with the consequences we see now, mass redundancies and very little future for the once great Heavy Haul brand. They loved nothing more than pitting one driver against another; greed took over with some drivers battling each other to earn the most money, and massive overtime, and a lot of drivers left ASLEF and joined some other mob which was not even recognised as a trade union. These rogue drivers tried to undermine the hard work of ASLEF officials as they were on big overtime payments and could not care less about anyone else.

In 2012 FLHH were still wooing drivers from TOCs in the north-west with the promise of earning £80k a year. I don't know what was greener: the locos or the drivers who believed this rubbish. The next new owners have no interest in Heavy Haul and I suspect that, within three years, Heavy Haul will be a distant memory with lots of angry former employees.

Rod Bryant

West Coast cowboys

I've just been reading about the shenanigans at West Coast Railways (*Journal*, April) and the loss of their safety case. This has to be good news and, hopefully, the other cowboy freight outfits will follow, allowing the established freight companies to pick up the slack, helping to keep our members in employment. Future pay deals should include the dismissal of drivers caught moonlighting for other companies, thus helping to cut the supply of drivers to the cowboy companies. If drivers

MAJOR'S MISTAKE BEHIND OUR PASSENGER PROBLEMS

Reading *Railnews*, re Coventry Arena, current overcrowding, and the expected increase in passenger numbers, one major point has been overlooked.

Privatisation. British Rail always had spare stock, locos and the flexibility of train crews to run additional services for special events (up to 20 additional trains for the FA Cup final at Wembley Central with the stock moved to Willesden until after the game) and extra trains at peak holiday times. London Midland, under BR, did not have additional



Problems at Coventry Arena can be traced to privatisation

costs as BR had the stock, crews and motive power to operate such services. Privatisation has severely restricted the flexibility of train crew and motive power as regards the service

the TOCs can provide. TOCs lease trains, whereas BR owned its trains and didn't have dividends to pay to shareholders. Dave Rutter, FGW, Exeter St David's

want to drive steam locos or old diesel locos go and work on heritage lines. As for retirees returning to work, that's just sad. They need to get a life outside the railways. It's time for a younger generation to be able to provide for their families.

Nick Clarke, class 1 loco driver, Bluff, Queensland, Australia

Zero hours suits you, sir

To my dismay I find another negative article in the *Journal* about West Coast Railways. As a fully paid up member of ASLEF, I feel it is disrespectful to ASLEF members who work for this company. Most drivers who work for them are on zero hours contracts, yes, but still pay their monthly ASLEF membership money. The majority have been driver managers, traction inspectors or instructors in a previous life and a lot of drivers out there have been trained by these lads; 99% are retired and a zero hours contract suits them.

Gareth Owen, Machynlleth

Brass matching in pocket

I attended the Plymouth branch meeting in February where Simon Weller talked about the pension situation. I raised some issues, and don't believe they have been addressed. First, I was disappointed to hear the national organiser say 'We – ASLEF – are doing the Chancellor's dirty work.' Second, I don't believe branch members were consulted about this agreement. Various options could have been discussed and members' opinions could have been canvassed. Here are a few ideas that

could have been put to us:

Stop the brass AVC matching. Many members, myself included, benefit from weekly savings in brass being increased by 100% up to a certain level. This is brass matching; the matching comes from the pension fund. According to the Railways Pension Scheme brass matching in 2014 was £14 million.

Paying more into the scheme, or paying our current level, instead of reducing our contributions. Applying this to all scheme members does not necessarily burden the lower paid, as we all pay a percentage of salary. The shared cost argument (put by Simon) did not appear to be a problem when BR and, later, the first franchises paid in nothing whilst members paid in half of what they should have paid. If all that was required is the wording for this option being holiday, then it should have been discussed and put to members, but it wasn't. I understand in some other industry schemes employees have agreed to pay all the increased national insurance costs.

When I raised the issue of challenging the legality of this change in the law Simon said ASLEF got free advice from Thompsons solicitors. I suggested paying for advice from Paul Newman QC, a recognised expert on pensions, known to Mick Whelan, as we used him on Thameslink pension issues several years ago, although his advice was not followed because of the cost. Simon's main concern was that any legal challenge to the government could break ASLEF financially.

Movement of the retirement age; Eurostar

increased their early retirement factors, but kept the retirement age at 60, another option not discussed with members.

The proposed pension cap, in the form of a Pension Restructuring Premium, is forward only, and not subject to the RPS integrated formula! Therefore, years ahead, if members have lots of PRPs, will it place a bigger burden on the scheme?

Stop members claiming their pension and carry on working. Members who do this are drawing on the scheme's resources but no longer contributing and, by staying in employment, prevent a new entrant from contributing.

I appreciate Simon and his team are doing their best in a difficult situation, but all options should have been considered, and members' thoughts and contributions taken on board, before endorsing the current proposals.

Phil Stodart, Penzance

Pay awards and pensions

I would like to comment on Gavin Turner's letter (*Journal*, April). We should all remember that, whilst we pride ourselves on being a democratic union, we do vote people into positions of office as we trust they are going to fulfil that role for the better of all. I am not happy about the proposed pension changes but I believe that all the people concerned have done their very best to get us the best possible deal they can. Remember these changes have been brought about by this Tory government, not ASLEF. Personally, I wonder what my pension would be on retirement if it were not for ASLEF in terms of not just the pension, but the pay awards the union has managed to get me over the 17 years I have been driving.

Ron Davenport, Hastings

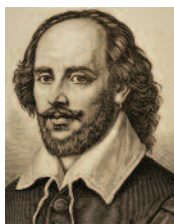
Rock and a hard place

May I thank David Tyson (*Journal*, April) for his tutorial on the current pension situation and the history lesson on drivers' salaries and how ASLEF's membership has increased since the days of British Rail. Unfortunately, I fear David, like ASLEF's national organiser, has completely missed the sentiment of my previous letter (*Journal*, March) and criticism of ASLEF's conduct in regards to the railway pensions restructuring negotiations.

I understand the rock and a hard place all rail unions have found themselves in since the pension legislation was introduced and how there was a need for the unions to develop a strategy going forward when approached by ATOC. Yes, ASLEF has made the best of a bad situation but, as our national organiser admitted to drivers at a recent meeting in Manchester, for 12 months not once did any of our representatives feel the need to inform drivers of the approach by ATOC and what the intended changes were likely to be. It was more a matter of there's the deal and it's in! Not very open and democratic?

David seems to be offended that I have

EMOTIONAL DRIVERS



Where there's a Will

intellectual drivers' and 'explain why we do what we do' 400 years hence! As Ben Jonson said, truly a man 'not of an age but for all time'!

Roy Lingham, RMS, York-Scarborough

In response to Keith Richmond's all too brief item on William Shakespeare

(Journal, April) amazing indeed that Shakespeare could understand the 'emotional and

criticised ASLEF and seems to imply I am ignorant of the situation so, as someone who has worked in the rail industry for 24 years, and always been an active trade unionist, I wish to assure David it is ASLEF's lack of transparency and democracy I am critical of, not the content of the deal negotiated.

Steve Hill, Manchester Piccadilly No 1, TPE

Travel privileges

In response to Rob Allin (*Journal*, March) replying to Gary Trotter (*Journal*, February), I feel Rob has missed the point. Yes, non-safeguarded staff do get leisure travel on their own TOC, and a 75% discount, with our priv card, on others. However, when non-safeguarded staff retire, the priv card is withdrawn and, when there is a change of franchise, the leisure pass is also lost, leaving no travel concessions whatsoever. As Gary mentioned, if it's ASLEF's desire to maintain a Retired Members' Section, then this is an area that needs to be addressed. Rob seems more concerned about past salaries and pension schemes than present staff travel arrangements and is in no position to estimate how often other railway retirees would use their travel privileges.

Paul Harmsworth, Basingstoke

EU know what to do

As the EU vote gets near, I hope the issue of democracy is debated fully and openly. EU legislation is drawn together by unelected commissioners from 28 member states, whilst the MEPs we elect are, to a large degree, totally toothless. The European parliament cannot initiate laws, and only has limited powers to amend proposals from the commissioners. This model of democracy is a poor one and flawed. There is, of course, an argument to change it from within, but with the EU protected by European Court of Justice rulings that favour big business and dilute national sovereignty, there is clearly no appetite for change. Only a Brexit can protect our nation's best interests.

John Metcalfe, Carlisle



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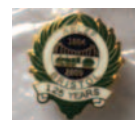


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Looking for something to read on the beach or in the garden this summer?

KEITH RICHMOND opens some of the books that have dropped on the ASLEF Journal desk

STATE of the nation novels have become rather fashionable again in the last few years, on both sides of the Atlantic. If none of them has quite the scope, range and ambition of, say, George Eliot's *Middlemarch* or Anthony Trollope's *The Way We Live Now*, there have still been plenty of authors prepared to sit down and tackle the dark side of the neoliberal dream.

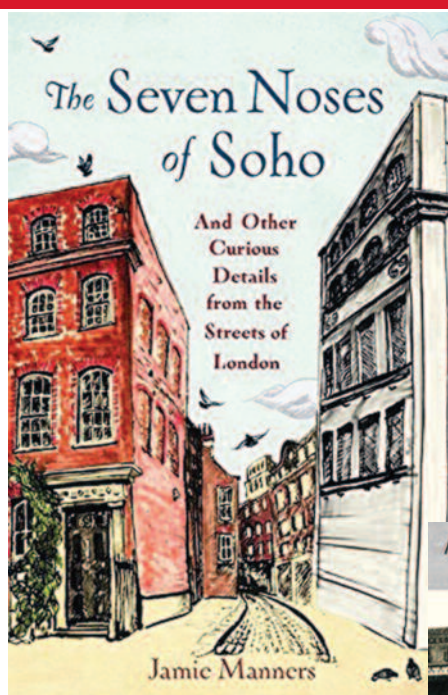
Jonathan Coe, who savagely satirised Thatcher's privatisation policies in *What a Carve Up!* returns to the territory in *Number 11* (Penguin, £16.99). The death of David Kelly, he argues, represented the loss of political innocence for his generation. 'Until then, we'd been sceptical about the Iraq War. We'd suspected the government wasn't telling us the whole truth. But the day he died was the day it became absolutely clear: the whole thing stank. Suicide or murder, it didn't really matter. A good man had died, and it was the lies surrounding the war that had killed him, one way or another. So that was it. None of us could pretend any longer that we were being governed by honourable people.' The words are the words of one of his central characters, Laura, but it is clear they are also the thoughts of Jonathan Coe.

'Books do furnish a room.' – Anthony Powell, *A Dance to the Music of Time*

Because, more explicitly, and as author, he writes: 'Increasingly, channelled through the students, she was aware of the vigilant, distantly controlling presence of concerned parents, looking at the money draining out of their bank accounts and wanting to make sure that they saw a good return on their investment. What had always, to Laura and her colleagues, been a solid but intangible thing – education, the elevation of the young mind to a higher level of knowledge and understanding – had now been redefined as a commodity, something to be bought in the expectation that it would one day yield a financial return.'

Number 11 – it's Coe's 11th novel, the address of the Chancellor of the Exchequer, a bus route on the Birmingham ring road, and the lowest level of a mansion owned by an obscenely rich family in Chelsea – exposes pretty much everything that's wrong with this country today. And it's wickedly funny, to boot.

In *She Died Young* by Elizabeth Wilson (Serpent's Tail, £11.99) a Fleet Street crime

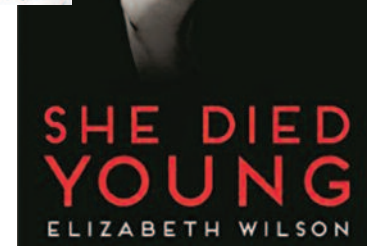
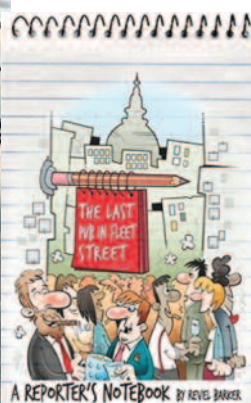


reporter, Gerry Blackstone, and a Scotland Yard detective, Jack McGovern, try to uncover the truth behind the death of a young prostitute in a King's Cross hotel. This is a beautifully elegant *noir* thriller, combining politics (it's set just after the Hungarian uprising of 1956) with sex and crime and punishment in a Britain staggering uncertainly from post-war to Cold War.

'A mind needs books as a sword needs a whetstone, if it is to keep its edge. That's why I read so much.' – George RR Martin, *A Game of Thrones*

Blackstone is a convincingly realised character, but Revel Barker was the real thing. *A Reporter's Notebook* (Palatine Publishing, £9.99) are the racy memoirs of one of Fleet Street's finest. Barker went from the *Pudsey & Stanningley News* via the *Yorkshire Evening Post* to the *Sunday Mirror* and *The European* (and an unfortunate final stint as Robert Maxwell's bag man). Nonetheless, terrific stuff.

For most Liberal Democrats – and the people who once voted for them – the coalition with the Conservatives from 2010 to



On the write lines – Manners, Barker, Wilson, Willoughby and Coe

2015 is a study in shame. Not for David Laws, the *Orange Book* right-winger who was always more Tory than Liberal. In *Coalition* (Biteback, £25) Laws, who was forced to resign after lying about his landlord in a Parliamentary expenses scandal, says the Lib Dems found David Cameron clever, emotionally intelligent, but lazy, slapdash, and suspiciously lacking in ideological conviction. And, says Laws, the Prime Minister and the Chancellor aren't bothered about trade unionists, poor people, and others 'negatively affected by our policies' because they are 'not our voters'.

'It is what you read when you don't have to that determines what you will be when you can't help it.' – Oscar Wilde

In *The Seven Noses of Soho* (Michael O'Mara, £12.99) Jamie Manners travels the Underground lines looking for capital curiosities and telling tales about London which you may not have heard before.

In *SPQR: A History of Ancient Rome* (Profile, £25) Mary Beard explains how a city in central Italy came to control an empire right around the Mediterranean rim from Britannia (England and Wales), Gaul (France) and Hispania (Spain) in the west to Armenia, Mesopotamia, Syria and Judaea in the east.

And in *Between Stations* (Smokestack Books, £7.99) Andy Willoughby, trailing clouds of glory with the poems of William Blake and the songs of Bob Dylan 'on a high speed locomotive named Historical Necessity', offers us a 'Window blur of winter bleak and re-hashed history' and astute observations, such as a bunch of rowdy lads in Redcar 'full of bitter and cheap shots stirred up by football failure' while in Europe he sees 'the great plains / opening for cheap whisky, smallpox and free enterprise'. So the beat goes on...

SUMMER PEA & MINT SOUP

Lucy Knox serves up a simple summer starter



Melt 25g butter in a large saucepan. Add 1 chopped onion and cook for 5 mins until softened, stirring. Remove from the heat and stir in 25g plain flour. Gradually stir in 750ml hot vegetable stock. Return to the heat and bring to the boil, stirring. Very carefully add 500g frozen peas and bring back to the boil. Then reduce the heat and simmer for 15 mins until the peas are tender, stirring. Remove from the heat and blend until smooth. Reheat, season to taste with salt and freshly ground black pepper, and serve hot garnished with fresh mint.



HOLLYWOOD STYLE

Paul Hollywood's new, easy to use, artisan-inspired baking mix range consists of 12 delicious recipes, including a Garlic &

Herb Tear'n'Share Mix (£1.89) and Luxurious Belgian Chocolate Brownie (£2.09). Designed to build confidence in the kitchen with step-by-step instructions and tips from the TV star. The range only requires basic additional ingredients such as water, oil, eggs and butter. Available from Morrisons, Sainsbury's, Tesco, Waitrose.

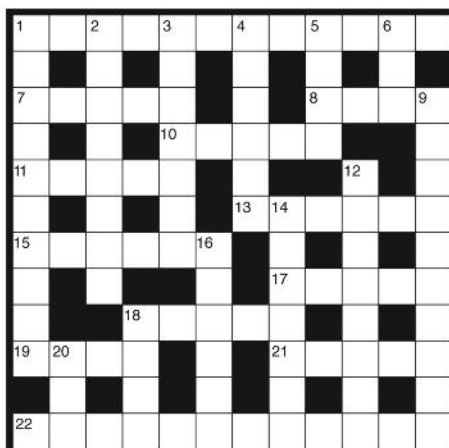


BERRY BERRY GOOD BEER

Celebrate summer with Bacchus framboise raspberry beer (£2.50/375ml). A beautifully balanced

Belgian brew, made by Brouwerij van Honsebrouck in Flanders, it's light, refreshing, and very, very fruity – the paper overwrap is rather natty, too – and slips down all too easily on lazy, crazy, sunny, summer days.

Prize Crossword 122 by Tom Williams



Solution to Crossword 121

Across: 1 Hairdresser 7 Imps 8 Ceiling 9 Eat 10 Taper 11 Crater 13 Spades 16 Laces 18 Elm 19 Imitate 20 Oats 21 Moneylender.

Down: 1 Hamper 2 Insect 3 Doctor 4 Evict 5 Shin pad 6 Regards 11 Calcium 12 Auction 13 Sleeve 14 Almond 15 Editor 17 Shady.

Congratulations to **Stephen Quane** of **Ormskirk, Lancashire**, who was last month's winner. The winner of this month's Prize Crossword will receive Marks & Spencer vouchers to the value of £25



○ You can see more of Tom Williams's crosswords, word games and puzzles at wordgames.co.uk

Across

1 Germ-killing agent like carbolic
7 Previous
8 Vermin
10 Malt flavoured ale
11 Firearm
13 Drinks tubes
15 Sainly victim like Joan of Arc
17 Prize
18 Symbolic design on a garment
19 A group of three
21 Angriily wrinkle the brow
22 Cross country horse race

Down

1 Specialised part of a university
2 Fighter plane in World War II
3 A creche or room for babies
4 Mistakes
5 A sweet pie
6 Mesh fabric
9 Settling process of a house
12 A Romeo or Don Juan
14 Vehicles using a highway
16 Sale of goods to the consumer
18 Small burrowing animal
20 Dreary routine

Name.....

Address.....

Postcode.....

Thanks for all your responses to the 121st prize crossword in the May edition of the ASLEF Journal. If you successfully complete this month's crossword please send the solution to the Editor, ASLEF Journal, 77 St John Street, Clerkenwell, London, EC1M 4NN by 14 June

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If you are being harassed at work, bullied or discriminated against, and if your local, branch or district rep is unavailable, call the industrial relations department at union headquarters (020 7324 2400) or email info@aslef.org.uk. If you are arrested or interviewed by police and need legal assistance – day or night – call the members' emergency hotline on 0800 587 7530. ASLEF also provides first class legal advice free for members and dependents.



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TIME
ASSAULT
SECURITY
DOUBLE-SHIFTING
TRAINING
APATHY
SKILLS

HEALTH AND WELLBEING
RAIL AND ROAD RISK
LINESIDE EQUIPMENT
APATHY

POSSESSION
MANAGEMENT
SEATING
FREIGHT
BRIEFINGS
RIDDOR

WORKLOAD
SKILLS

TRAIN DISPATCH
LINESIDE EQUIPMENT
WORKLOAD
RISK
SUB-STANDARD
INFRASTRUCTURE
TRAIN
PPE
DISPATCH
EXPERIENCE
ROLLING STOCK MANAGEMENT
INVESTIGATIONS

LEVEL-CROSSING
DECISION
DRIVING
COMMUNICATION
ENVIRONMENTAL
CAB-DESIGN
MAINTENANCE
UNDER
REPORTING
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